

AUTOMOTIVE
SECTIONBLOT OUT ALL THE
BOLSHEVİK ROADS

By G. A. KISSEL.
President Kissel Motor Car Company.
Have you "Bolshevik roads" in your locality, in your country, in your State? If so, blot them out before they have so undermined the prosperity of your municipality that municipal growth is stunted and dies and prosperity moves elsewhere.
The "Bolshevik road" is the road

full of holes, ruts, stones, or mud, that make progress an expensive trip for either automobile or motor truck. The "Bolshevik road" keeps visitors tourists, and "new blood" from entering your town, thereby retarding the growth of your city, discouraging new enterprises and investments, and keeping reality values down.

The "Bolshevik road" is one that gives outsiders the wrong impression of your city, a suspicion you are behind the times. They cannot help but think that all pride in your city has vanished—that you are not progressive nor up-to-date.

We, as Americans, will not stand for the Bolshevik! Why? Because his policy is to destroy property and kill progress.

We will not stand for Bolshevik methods in our industrial plants and

commercial institutions, because we know that such methods retard progress and eliminate efficiency.

We will not stand for Bolshevism in our schools and churches to be taught to young America, because we know that such a creed would undermine character and create a form of government similar to that now marked by crime and murder in Europe.

We all know that orderliness, law and system are the three great pillars of the foundation of any municipality, causing us to build attractive homes, office buildings, public institutions, asphalt and macadamized roads, beautiful parks, all because it is a part of the national policy of Americanism.

Yet, why do we shut our eyes to the existence of the many hundreds and thousands of "Bolshevik roads"—

roads that are no more fit to travel over than the marshlands or the quicksands. Yet we expect our automobiles and motor trucks to transport heavy loads over such roads and not have to pay for it in the end.

Every consumer in your city or town, buying a dozen eggs or loaf of bread, a suit of clothes, a pair of shoes or piece of furniture, has to pay for transporting goods over such roads. Transportation cost is a part of the cost of every article before it is sold. It is as necessary a part of the cost as making that article or the material that goes into it.

Added Price.
Therefore, the more it costs to get that article into your city, the more will have to be added on to the purchase price for you to pay.

Again, have you ever noticed the usual conditions of property situated on poor roads, the farm building in a run down condition, unkempt and untidy? Compare this picture with the property past which improved roads run. Usually you have the opposite—the buildings are kept up, the fences are in the best of condition, there seems to be a municipal pride, which is nothing more or less than a reflection of the good roads. Investors seem to realize that when they are paying for improved roads the property past which the good roads run is likewise improved and the natural result is an increase in realty values. Good roads invite travel as well as increase it. It has been found that in those municipalities that have been noted for their road improvements traffic has increased as compared of vehicles that formerly traversed other routes through other communities, but which naturally abandoned them when the new roads offered a saving not only in time and labor, but in operating upkeep.

Consider just what this cost means to the other communities. Commonly these vehicles stopped at garages in other towns—they purchased supplies at other stores—necessities were purchased in the community in which they were stopping. All of which brought increased trade to the merchants of that community.

Business Goes With It.
When these vehicles were attracted elsewhere by the new and improved roads, all this business went with it, consequently the merchants of that vicinity were paying a terrific price because they did not keep up with the march of progress and improve their roads.

Again consider the community without good roads—it costs more to transport goods and supplies over these roads, necessitating the merchants increasing the price of commodities to the consumer. The housewife has to pay because it costs more to transport the goods over the poor roads.

The consumer in the city which has good roads buys the same goods at a lower price because it did not cost as much to haul and deliver them as it did if the vehicles had to use unimproved roads.

Again we come to the worst months of the year—we are on the threshold of winter in which every destructive and destroying element is let loose. The necessity for good roads has been preached the year round. Moving pictures, catalogues, every conceivable form of publicity has been used to call attention to the advantages of good roads over the disadvantages of poor ones. That this publicity has done a great deal of good is evident from the immense amount of construction work that has been going on and is now going on in all parts of the country.

Communities that formerly were isolated from the outside world and had to depend on the uncertain schedules of short line railroads, are now in direct communication with distributing points, but there are still hundreds and thousands of communities that have not "seen the handwriting on the wall" and as a result are up



This column is devoted to the interest of the autoist. All questions as to care and upkeep, engine troubles, tires, etc., will be cheerfully and fully answered by an expert. Questions must reach this office not later than Thursday to insure issue in current week. Address all communications care Automobile Editor Washington Times, give the title of the question for index purposes. If your car is in trouble on the road and you are in low or emergency, avail yourself of The Times Auto Emergency Service. It is yours for the asking. See notice in this section.

Running an automobile through traffic is like swimming in deep water. Don't do it until you are sure of yourself that all danger of panic has gone by. And always expect the unexpected. Leave your family or friends at home on those first few rides.

As your initial lesson, after you have learned the names, and above all, the possibilities of the various levers, learn how to stop. Of course, as a preliminary, you must start, but that can be at your leisure. Make a dozen—or even a hundred—attempts to bring the car to a standstill until you have gained confidence. Then adventure along some quiet, unobstructed road.

After you have received some instructions about the general mechanism of the car, practice stopping suddenly before reaching imaginary dangers along the road. Don't wait for this lesson until a child, a chicken, an absent-minded saunterer, or some other irresponsible live thing sends your brand-new knowledge helter-skelter.

Measuring distance accurately is the most important feature of driving. Draw two lines across the road fifty feet apart. Then, going at the rate of twenty miles an hour, apply the brake and see how long it takes you to stop the car. You will soon discover the necessity for caution.

The service of tires will be abbreviated to a considerable extent, if cuts, punctures, and snags are neglected. Too much care cannot be exercised in avoiding injuries of this nature as much as possible or, at least, in giving them the proper attention within a reasonable period. New macadam roads, especially when wet, are liable to damage rubber covers. It is recommended that the speed of the car be slightly accelerated and the clutch depressed before coming up to loose, crushed stones in the road.

A champagne appetite goes with an Ipcome fit for beer: (We mourn the day that sparkling Juice began to disappear). So one may be excused, perhaps, for wanting lobster Newburg when One's pocket calls for beans. But this is no excuse, I know. For wearing yachting caps. When all the water one knows well is in the bath, perhaps. Nor should you ever say "My Car" When speaking of your silver: That raises mournful cries of pain. When a'er the mud guards shiver.

against transportation problems upon the solution of which depends the progress of municipal growth. In many parts of the country good roads bond issues, were voted at local elections, excellent indications that the people of those communities have had their eyes opened to the danger of their municipal growth.

But those communities that are still wallowing in the mires of Bolshevik roads, will sooner or later have to pull themselves out of the mud if they would keep up the pace set by their sister communities.

NEW MOTOR FIRM
IS INCORPORATED

Announcement is made of the incorporation of Collins Motors, Inc. Temporary offices have been located at Huntington, Long Island, at which point the company will build a large plant on ground already secured not far from the Huntington station on the Long Island railroad. The general offices and factory will be located there, and metropolitan sales and ex-

port offices will be located in New York city. A. H. Collins, former vice president of the B-C-H Corporation, Detroit, is at the head of the Collins Motors, Inc., which includes in its personnel many men of prominence in the business world of the metropolis.

Officers of Collins Motors, Inc. are: Albert H. Collins, president; William S. Brewster, vice president; Spencer C. Smith, treasurer; Charles H. Stoll, secretary and general counsel; and Henry S. Brush, of Huntington, Long Island. These gentlemen form the directorate of the company, the capitalization of which is \$400,000.

Early announcements of the product of the company will be made. Mr. Collins imparts only the information that two chassis are in course of design, and that all bodies will be especially designed to suit the most fashionable notions. Bodies, upholsteries and appointments will be in keeping with the times, displaying in all senses luxury and perfect taste.

ARMY WILL PUT AUTO
APPARATUS ON EXHIBIT

The motor transport corps announces that a full line of automotives apparatus used by the army is available for view by representatives of the industry in connection with a permanent exhibit at Rock Island. Any members interested are welcome to examine the designs there in accordance with statements given out by Gen. C. G. Williams, chief of ordnance.

EBONITE
For Transmissions

Ebonite is different from anything ever sold for the same purpose. It was made for the specific purpose of properly lubricating automobile transmissions, differentials and timing gears. Other greases were made for sundry purposes and adapted for transmissions.—Stick a pin in that sentence.

CONTAINS NO GRAPHITE
And Will Not Cake or
Break Up Into Grains

Tenacious, Gelatinous, Mucilaginous and Stringy
Clings and Winds Itself Around Bearings

Ebonite spreads a film coating or resilient cushion over and between the gear mesh which stays there and prevents metal to metal contact to a surprising degree, with corresponding reduction of noise and wear on parts in play.

For old cars, noisy timing gears, differentials, etc., there is nothing to equal Ebonite. One filling of a tight transmission case with Ebonite will last an entire season—there is no "wear-out" to it. This cannot be said of other greases or lubricants.

WHOLESALE & RETAIL.

Southern Automobile Supply Co.

1232 Penn. Ave. N. W.

Main 3564

IT CAME BACK



BAKED IN AN OVEN

Do you know that the original finish on your car is baked on in an oven, coat after coat.

Seldom Wears Off. This high finish seldom wears, as it is not subject to friction or wear.

Dirt Cakes on as the car is used, and covers this finish and, particularly on the hood, becomes hardened by the heat and completely covers the original finish.

Ordinary Finishes Make a Sandwich of this grease and dirt and if they contain grease or oil will inevitably Fry on the Hood.

WHAT IS THE SOLUTION?

Nothing but a restoring of the original finish can make your car as it was when new. There has been invented, after years of scientific and laboratory tests, a preparation that dissolves the dirt and grease accumulated on your car, restoring the original finish without injury.

IT IS



FOR EVERYTHING VARNISHED OR ENAMELED
AUTOMOBILES, PIANOS, FURNITURE

466 Penna. Ave. N. W.

Phone Main 9940

Sole Distributors

THERE is a tremendous satisfaction to us in selling the Liberty.

We know in advance the pleasant things that are certain to happen. In the first ten minutes of demonstration, the Liberty reveals the delightful difference in the way it rides and drives.

Its consistent performance thereafter, and the admiration its beauty always arouses, are a constant source of pleasure to the owner.

We feel that in distributing the Liberty in this community we are building a business that is bound to endure, because it is based on sustained and continuous satisfaction.

Liberty Car Sales Co.
Phone Main 560 1212 E St. N. W.

LIBERTY SIX

Tried,
Tested
and
Proven

THE Security Auto Theft-Signal System has "made good." The Theft-Signal has been used on thousands of cars for almost two years. Through the helpful co-operation of the public it has protected these cars from theft, while thousands of other machines, whose owners depended upon locks alone, have been stolen. The Security Auto Theft-Signal System has demonstrated that the public does guard the car that has the Theft-Signal locked on the front wheel, and also that, because of this, thieves leave such cars alone. They know that the police and public can distinguish between the rightful owner and the thief.

Motorists—Unless you purchase and use a Theft-Signal you—and you alone—are to blame if your car is stolen, or damaged in a "joy ride." Get your Signal today. All progressive dealers sell them. The worth of a Signal to you is the value YOU place on your automobile. Nothing to install—cannot damage the car.

The Theft-Signal

is simplicity itself. When the owner leaves his car he locks the Signal on the right front wheel.
—It is in plain sight of everyone;
—It is away from all mechanism;
—An unauthorized person must "tamper" or leave it alone.
—The owner INSTANTLY unlocks it with his special key.
In this way it enables the public to know the owner from a thief.

\$100 Reward

will be paid by the manufacturers to the person responsible for any time, anywhere, for the arrest and conviction, as a thief, of anyone operating an automobile equipped with a Security Auto Theft-Signal, or tampering with a Theft-Signal in place.
Be suspicious of anyone working around the front wheel of an automobile for more than a few seconds. It is likely to be a thief trying to remove a Theft-Signal. Call the police.

Wholesale by

A. EBERLY'S SONS, Inc.
718 7th St. N. W. Main 6557

BARBER & ROSS

11th and G Sts. N. W. Main 625

RUDOLPH & WEST CO.

1332 New York Ave. N. W. Main 4870

NATIONAL ELECTRICAL SUPPLY CO.

1330 New York Ave. N. W. Main 6800

SOUTHERN AUTOMOBILE SUPPLY CO.

1232 Penn. Ave. N. W. Main 3564